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REPORT

CD NO

DATE OF INFORMATION 1949

DATE DIST. 19 Aug 1949

NO. OF PAGES 4

SUPPLEMENT TO  
REPORT NO.

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# SOVIET ROAD NETWORK EXPANDS

MOSCOW HIGHWAYS IMPROVE -- Moskovskiy Bol'shevik, No 153, 1 Jul 49

More than 300,000 rubles have been expended on construction and repair of Moscow Oblast roads. Myorov, deputy chairman of the executive committee, Moscow Oblast Soviet of Workers' Deputies, stated at a session of that committee that several hundred kilometers of asphalt highways under Union administration, 610 kilometers of oblast and rayon highways, and many bridges have been reconstructed and repaired. During 1949, more than 500 kilometers of highway will be restored and constructed, and major repair of hundreds of kilometers of secondary roads will be undertaken.

K. G. Pushkov, chairman of the executive committee of the Lyubino City Soviet, D. K. Fedotkin, chief of the Administration of Moscow Highways, N. F. Solov'yev, secretary of the Moscow Committee VKP(b), and others took part in the discussion.

A new thoroughfare is under construction in Moscow City. It will run from Taganskii Square along Taganskii Street, Pervyy Dubrovskii Side, Lizinskii Viaduct, and Sherikopodshionik Street, to the Southern Port.

Moskovskiy Bol'shevik, No 116, 23 Jun 49

Concrete is being laid on the center lane of Leningrad Highway from Belorusskiy Station to Begovaya Street. More than 6,000 square meters of concrete foundation have already been laid. The reconstructed portion of the highway is 30 meters wide.

Moskovskiy Bol'shevik, No. 158, 7 Jul 49

Much work has been done on Moscow region roads since the end of the war. Hundreds of kilometers of main roads were reconstructed, thousands of square meters of asphalt laid, 5,000 running meters of structures

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restored and many interkolkhoz roads put in order during the first 3 postwar years. Nevertheless, road development is lagging behind other branches of the economy of Moscow Oblast and the transport needs of industry and agriculture are not being met satisfactorily. The immediate repair of roads is now of even greater importance with the approach of the harvest season. The care of roads is the concern not only of road builders but also the direct obligation of rayon and city Party and soviet organizations, rural Soviets, kolkhozes, sovkhoses, MTEs, plants, factories, combines, and other economic organizations.

Much work has been done in Malinskiy, Solnechnogorskiy, Donakiy, Kalininskiy, Lopasnenskiy, and some other rayons. For example, more than 1,200 persons worked daily on the construction of a road connecting the rayon center of Malino with the Mikhnevo Railroad Station. However, in Podol'skiy, Uzlovskiy, Shaturskiy, Vinogradovskiy, Zvenigorodskiy, and some other rayons, road construction work has been looked upon as of secondary importance and has not been carried out satisfactorily.

MOLDAVIAN HIGHWAY UNDER REPAIR -- Sovetskaya Moldaviya, No 121, 19 Jun 49

The 30-kilometer highway between Kishinev and Orgeyev is under repair. Major repairs will be made on 12 kilometers of this highway during 1949.

HIGHWAY UNDER CONSTRUCTION -- Sovetskaya Sibir', No 119, 18 Jun 49

A road-building detail is building a highway between Cherepanovo and Maslyanino, Novosibirsk Oblast. All labor processes are mechanized. The workers are using S-80 tractors, bulldozers, scrapers and graders.

KHABAROVSK ORDERS ROAD CONSERVATION -- Tikhookeanskaya Zvezda, No 120, 24 May 49

The executive committee of the Khabarovsk City Soviet of Workers' Deputies has decreed that passage of all types of tractors and other transport vehicles with caterpillar tread on asphalt-concrete roads and roads with black gravel surfaces will be prohibited, in an effort to preserve these roads. The automobile inspection and road agencies will be responsible for carrying out this decree.

REGULATIONS FOR USE OF OB' BRIDGE -- Sovetskaya Sibir', No 120, 19 Jun 49

On 13 May 1949, the executive committee of the Novosibirsk City Soviet of Workers' Deputies issued resolution No 367, which reads in part, as follows:

The maximum weight of one load (automobile with trailer), both for wheeled vehicles and caterpillar tractors crossing the pontoon bridge in Novosibirsk, should not exceed 7 tons.

The speed of automobiles crossing the bridge should not exceed 5 kilometers per hour.

The distance between individual automobiles crossing the bridge should be not less than 25 meters.

Sudden braking and stopping of moving vehicles on the bridge is not permitted.

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Tractors and similar vehicles may cross the bridge only by special permission of the Chief of the Office for Management of the Pontoon Bridge, and it is compulsory to place a board under the caterpillar track of the tractor.

Columns of people and horsemen may cross the bridge in march formation, but not in step.

It is permitted to drive large numbers of cattle across the bridge only when establishing a distance between separate groups of cattle consisting of not more than 50 head.

In the interests of safety and protection of the pontoon bridge the following are strictly prohibited:

1. Smoking on the bridge.
2. Standing of pedestrians and vehicles on the bridge.
3. Fishing from the pontoons.
4. Mooring of launches, boats, barges, and other river vessels to the pontoon bridge.
5. Riding in row boats under the bridge.
6. Fishing floating logs out of the water near the bridge, except by the bridge administration.
7. Loading and unloading of freight from the pontoon bridge.
8. Operation of launches and boats within 300 meters of the bridge.
9. To prevent formation of waves, ships may not pass at high speed while the bridge is drawn (only at low speed).
10. Cruising boats in the opening between bridge parts while the bridge is drawn.
11. Building rafts within less than 500 meters above the bridge (rafts may be built above the pontoon bridge only in ports).
12. Mooring vessels to the banks of the Ob' River within less than 300 meters above the bridge.

Persons guilty of violating the above rules are liable to administrative penalty in the form of a warning, a fine up to 100 rubles, or corrective labor up to one month.

The above rules will be enforced by the Administration of the Pontoon Bridge, agents of the city and river militia, and ship inspectors.

The decision goes into effect immediately upon publication in the press and remains in force for 2 years. -- Ya. Glybin, deputy chairman, and G. Babkin, secretary, executive committee, Novosibirsk City Soviet of Workers' Deputies.

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AUTOMOBILE CONTESTANTS SHOW FUEL SAVINGS -- Komsomol'skaya Pravda, No 158,  
7 Jul 49

The "Trud" Sporting Society and the Central Drivers' Club recently held a contest on saving gasoline. Pobeda, GAZ-51, and ZIS-150 vehicles were used. Starting from the All-Union Agricultural Exhibition, the Pobedas traveled for 50 kilometers along a city route. The winning Pobeda consumed only 2.73 liters of gasoline out of a norm supply of 6.75 liters, thus achieving a saving of 59.5 percent of the norm.

The GAZ-51 and ZIS-150 trucks were operated over a 100-kilometer route on the Dmitrov Highway. The winning GAZ-51 consumed 15.6 liters of gasoline out of a norm supply of 23.85 liters, thus saving 34.2 percent. The winning ZIS-150 consumed 23.35 liters of gasoline of a norm supply of 34.2 liters, saving 27.71 percent.

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